Secrt. II-27—100,000—21-5-48.

Finance (1948) Department.

M.S. SERIES.

G.O. No. 1007

Dated 28-10-48

[Despatch Abstract.]

Travelling Allowance - Concession for rest and recreation discontinuance - Grant of P.T.O. concession to all grades - Government Of India's letter- Recorded.

No. 51/130/48-PUBLIC
GOVERNMENT OF INDIA
MINISTRY OF HOME AFFAIRS

From

Rao Sahib A.V. Raman, M.A.,
Assistant Secretary to the Government of India.

To

All Provincial Governments and Chief Commissioners.

New Delhi,(3) the 12th June, 1948.

Subject: Central Government servants - Travelling allowance concession for rest and recreation - Discontinuance Grant of P.T.O. concession to all Grades.

Sir,

() TO C.C.S. only.

I am directed to forward, for your information (and necessary action) a copy of this Ministry's Office Memorandum of even number, dated the ~~12~~ 9th June,1948, on the subject mentioned above.

I have the honour to be,
Sir,
Your most obedient servant,
Sd. A.V.Raman,
Asst.Secy. to the Government of India.

No. 51/130/48-Public.
Government of India.
Ministry of Home Affairs.

New Delhi-3, the 9th June'48.

OFFICE MEMORANDUM.

SUBJECT Central Government servants - Travelling Allowance Concession for Rest and Recreation - Discontinuance - Grant of Privilege Ticket Order Concession to all Grades.

The recommendation of the Central Pay Commission that in place of the rest and recreation leave Travelling Allowance a more appropriate measure of relief to all grades of civil employees (other than those on Railways) in the present conditions would be the grant of a concession, similar to the Privilege Ticket Order (P.T.O.) obtaining in the case of the Railway employees has been under the consideration of Government for some time. It has now been decided that:-

(a) the travelling allowance concession for rest and recreation leave granted to Central Government servants until the 31st December 1947 should not be continued beyond that date, and

(b) a concession similar to the Privilege Ticket Order (P.T.O) obtaining in the case of Railway employees be accepted with effect from the 1st January 1948, this privilege being allowed once every year (one set of Privilege Ticket Orders for a return journey) for each Government servant and the members of his family, the term 'family' being defined to include a Government servant's wife, legitimate children and step children residing with and wholly dependent on him. Under this

p.t.o.

scheme for journeys performed, a Government servant would be liable to pay one-third of the actual railway fare of the class of accommodation to which he and/or his family are entitled or any lower class in which he and/or his Family actually travels.

2. The issue of these P.T.Os. is subject to the following further conditions:--

(1) The concession will be admissible only if a Government servant has been in service for not less than one year.

(2) Government servants who are already eligible for concessions of a similar nature e.g., Military Warrants, Leave Concession Vouchers, Free Regular Passes or other forms of travelling allowance concessions when proceeding on or return from leave, will be excluded from the scope of the scheme.

(3) The concession will be admissible only in the case of regular leave including medical leave and not in the case of casual leave.

(4) The leave taken should not be less than one month in the case of a gazetted Government servant who is allowed to earn leave at the rate of one-eleventh or more of duty and; in the case of other Government Servants whether gazetted or not, fifteen days or the leave earned during a year whichever is less.

(5) The concession will be admissible once every calendar year and will not be carried forward. In the event of the return journey falling in the following calendar year, the concession should be counted against the year in which leave began and journey started and there should be no bar to the concession, if otherwise due, being availed of once again in the succeeding year.--

(6) A Government servant proceeding on recess can avail himself of the concession provided the period of recess is not less than the amount of leave prescribed in sub-para (4) above.

(7) The family of the Government servant need not accompany him but may precede or follow him to the same or a different destination within the same calendar year.

(8) If the leave applied for by a Government servant be refused in writing by the aurhority competent to sanction the same, in the interests of public service, and it is also certified by the same authority that leave cannot be granted any time during the calendar year, the family of the Government servant will be eligible for the concession.

(9) The wife and children of a Government servant, when not accompanying him, must travel together; that is, only a maximum of two return Privilege Ticket Orders in all will be issued, one for the Government servant himself and one for his family.

(10) The class of accomodation (Railway) to which a Government servant and/or his family will be entitled, will be the class to which he is entitled just before the journeys are --- undertaken. It will be permissible for the Government servant and/or his family to travel in a class higher or lower than that to which he is entitled; in the former case, the Government's liability will be restricted to two-thirds of the fare of the class to which he is entitled and in the latter case of the class in which he and/or his family actually travelled.

(11) When a Government servant decides to visit two or more places during leave, he must select one place for purposes of the P.T.O.

(12) Government's liability in the cost of railway fare between the headquarters and the destination to which the Government servant and/or his family may proceed shall be limited to the share of the fare by the shortest route.

(13) Where a Government servant proceeds to one destination and his family to another, the second P.T.O. will be issued only to the destination which is nearer to the Government servant's headquarters.

(14) Government servants who do not expect to return to duty under the Central Government after the expiry of their leave, will not be allowed the concession.

(15) Persons in foreign service can avail themselves of the concession on the basis of their foreign service pay provided the foreign employer is prepared to pay two-thirds of the cost.

(16) The concession will be restricted to railway journeys in the Dominion of India only.

3. Rules of procedure for applying for Privilege Ticket Orders, the manner of their issue etc., are under separate consideration and will be announced shortly. Meanwhile, Government servants, who have performed railway journeys during leave on or after the 1st January, 1948 can, on certifying as regards the actual payment of fares, obtain reimbursement from Government of two-thirds of the railway fares they have paid for themselves and their families by means of regular Travelling Allowance bills, provided they otherwise fulfil the conditions laid down above for eligibility of the concession.

E.C

Sd. [illegible].Gaynor,
Dy.Secy. to the Government of India.

To

All Ministries of the Government of India etc.

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p.t.o.

No.51/130/48-Public.
Government of India.
Ministry of Home Affairs.

New Delhi-3; 20th July 1948.

From

Rao Sahib A.V. Raman, M.A.,
Under Secretary to the Government of India.

To

All Provincial Governments and the Chief Commissioners.
Madras.

Subject: Grant of P.T.O. Concession to Central Government servants.

Sir,

In continuation of this Ministry's letter of even number dated 12th June 1948, I am directed to forward for your information a copy of this Ministry's further Office Memorandum of even number dated 16th July 1948, extending the P.T.O. Concession in respect of air travel.

Yours faithfully,
Sd. A.V.Raman,
Under Secy. to the Government of India.

No. 51/130/48-Public
Government of India.
Ministry of Home Affairs.

New Delhi-3, the 16th July'48.

OFFICE MEMORANDUM.

Subject: Grant of P.T.O. concession to Central Government servants.

It has since been decided that the P.T.O. concession granted to Central Government servants should apply also to journeys by air. The following should, therefore, be substituted for para 2 (16) of this Ministry's Office Memorandum of even number dated 9th June, 1948.

" 2 (16). The concession will be restricted to railway journeys in the Dominion of India only, but it will also be admissible in the case of journeys by air, the reimbursement by Government being restricted to two thirds of the railway fare between the headquarters and the railway station nearest to the destination of their journey and of the class to which the Government servant and/or his family are entitled (VIDE para 2 (10) above) subject to production of cash receipt from the air company for the air journey performed in support of the claim."

Sd. A.V.Raman,
Under Secy. to the Govt. of India.

To

All Ministries of the Government of India etc.

p.t.o.

FINANCE (GSR).

T.A. Concession for rest and recreation - Discontinuance Grant of Privilege Ticket Order concession to all Grades

Ref: From the A.G. of India, Ministry of Home Affairs, No. 51/130/48/Public, dated 12th June 1948.

The Government of India's letter with enclosures in the C.F. may be perused.

2. The T.A. concessions sanctioned in G.O. 435 Finance, dated 19-8-44 in respect of Government servants taking leave during the War were finally withdrawn by this Government with effect from 1-1-48 -- Vide G.O.No.795, Finance. dated 11-10-47.

In the course of the discussions leading to the orders in G.O.795, Finance, dated 10-10-47, H.M.(Fin) minuted to the effect that even if the Government of India continued the concessions beyond 31-12-47 this Government need not follow suit

3. In their No. 51/130/48/Public, dated 12-6-48, the Government of India have communicated their decision to withdraw the T.A. concessions for rest and recreation with effect from 1-1-48 and to introduce in its stead from 1-1-48 a new concession recommended by the Central Pay Commission viz. A concession similar to the Privilege Ticket Order obtaining in the case of railway employees -- for the conditions governing their concessions please see pp. 4-7 c.f.

4. The cost involved in giving effect to the Government of India's proposal as worked out in rough and ready method, amounts to Rs.53,23,355 per annum, or Rs.53 lakhs roundly.

If it is decided to proceed with the matter, the usual "New Service" procedure will have to be followed.

5. It is for orders whether the papers may be "lodged" or whether further action, as indicated in para 4 may be taken.

I think that the simplest method for this Government to follow if it is intended to adopt the Government of India's policy would be to draw the concession 2/3 fare for the Government servant and 2/3 fare for his family once a year -- by ordinary T.A. bills, as in the case of the previous concession.

The grant of the concession would encourage the taking of leave regularly every year instead of letting the leave account accumulate until it can be taken on a higher salary. This would be some advantage to Government.

But on the whole, Fin.Dept. may advise against the concession on the ground of its costliness. Pub.(Sers.) may see fore circulation.

Sd. x x x 13/7.

In the present financial position, this Government cannot afford to sanction a concession of this kind, although the cost may be somewhat less as most Government servants may not travel 320 miles from headquarters to spend the period of leave.

Sd. x x 14/7.

Pub.(Sers)Dept. Fin.U.O. No. 44780 A/CSR-1 dt.14-7-48.

Finance notes above may be perused. For orders whether the Finance Secretary's view above may be concurred in in this deptt. After orders are passed the file may be returned to the Finance Dept.

The concession is a wholesome one. It will encourage Government servants to take leave periodically and thereby keep themselves fit. The Government will also benefit by it, though indirectly, since they will get better out-turn from healthy and sprightly servants. The scheme will no doubt be costly but the magnitude of the cost is not likely to be so much as apprehended because in these days many people cannot afford to spend their leave, especially with family, away from their headquarters, and railway fare alone will constitute only a small fraction of their total expenses. Only those who are actually in need of leave and who are prepared to spend much will avail themselves of the concession.

If on financial grounds the concession in its present shape cannot be granted by this Government, we can restrict its scope and extent. For example,
(1) it may be allowed to government servants only and not to members of their family.
(2) A limit may be also be placed on the length of the journey to be performed.
(3) Yet another way will be by making the concession biennial instead of annual.

Since the Government of India have given the concession and that too with retrospective effect from 1-1-48 in the case of persons serving under them and since other provincial governments may also follow their lead it would be desirable to extend it, at least in a restricted manner, to persons serving under this Government also. If necessary, Finance may consult other Provincial Governments as to what they have done or propose to do in the matter.

Sd. x x 19/7.

Finance may consider the above.

Pub.(Ser.A)U.O.No. 2510/48-1 dt. 19-7-1948.

FINANCE (CSR).

The notes of Public(Ser.) at pp.2-3- above may be perused.

2. For the reasons stated at 'B' on pp.2-3 above, Public(Ser.) press that the concession should be granted.

p.t.o.

They have urged that, if on financial grounds the concession could not be granted in the present shape, its scope and extent could be restricted. The have accordingly suggested three alternatives. The cost involved in accepting any of the three alternative proposals will work out, approximately, as shown below:--

ALTERNATIVES.	COST IN Rs. LAKSH(Roundly).
I. To sanction the concession to Govt. servant only & not to their families.	13.25
II. The length of the journeys to be performed under the concession could be limited:- Taking 200 miles as the maximum limit, the cost will be	33.00
III. Making the concession biennial.-- the cost, per annum, will work out to	26.50

Not accurate. Most men may not go the full 200 miles) Sd.x x.

Public(Ser.) have also suggested that other Provincial Governments may be consulted as to what they have done or propose to do in the matter.

3. It is submitted that this department too held that the concession would encourage Government servants taking leave regularly every year instead of letting leave accumulate until it can be taken on a higher leave salary, but they advised the concession only on the gound of its costliness. It is, therefore, for consideration whether in view of the remarks of Public from 'A' on p.2 above, the concession proposed by the Government of India can be limited in scope and extent so that it will cost considerably less than Rs.53 lakhs, per annum.

4. According to the Government of India's proposal the concession includes the entire family of the Government servant, including his wife and children, while Public have suggested that the Government servant only can be given the concession. Under the scheme of the holiday T.A. concession, sanctioned -- in G.O.435, Finance, dated 19-8-44 which has now been withdrawn, the Government servant was allowed one fare of the same class for his wife only. It would seem that the concession now under consideration also may be limited to the Government servant and his wife only. If this is agreed to, the total cost, per annum of the scheme will be reduced to about half of that given in para 4 on p. 1 above, or to Rs.26.5 lakhs, roundly. If this modified concession is made biennial, the cost would be further reduced to about Rs.13.25 lakhs, roundly, per annum. Moreover, as pointed out by Finance Secretary, at 'M' on p. 2 above, most Government servants may not travel 320 miles from headquarters to spend the period of leave and consequently the cost will be further reduced.

x It may be mentioned, in this connection, that as Central Government servants working in this Province will be getting the concession, it might be a source of grievance to the servants of this Government if the concession is denied even in a restricted form.

xx

p.t.o.

5. It is for orders whether the Government of India's scheme as modified in para 4 above will be agreed to.

H.M.(Fin.) may see.

I agree.

Sd. x x 28/7.

I do not like the suggested restriction to 200 miles. It is unfair on those who have to work far from their homes, or places of holiday.

The limiting of the concession to the Government servant and his wife may be accepted.

The concession might also be made biennial, i.e., once every two years.

The cost might thus be about Rs.13 lakhs.

It is for consideration whether this should be allowed.

Sd. x x x 27/7.

I agree that if a concession similar to that given by the Government of India is to be considered further the limitations suggested by D.S. may be made. i.e., Government will once in two years bear 2/3 rds. of the cost of two railway tickets (one for the Government servant himself and the other for his wife) of the class for which the Government servant is entitled, provided he and his wife travel by that class.

As the cost will be about ;.13 lakhs per annum the proposal should be treated as a new service and placed before the S.F.C. and the Cabinet.

For orders whether this should be done or the matter may be dropped.

Sd. x x, 28/7/48.

H.M.(Fin.) Secretary may kindly discuss this with me.

Sd. x x x 6/8

H.Pr.

Since discussed.
Further consideration may be deferred.
There is no need to make any innovation at present.

Sd.O.P.R. 14/10.

Sd. x x 7/9.

The file may now be sent to Public for perusal of the orders in circulation.

Sd. x x 16/10.

Pub. 44780 CSR-2
dt.18-10-48.

p.t.o.

PUBLIC (SER.)DEPT.

(Previous note of this dept. is on pp.2-3- ante.)

The further notes from p. 4 ante and orders in circulation may be perused and the file returned to the Finance Department.

Sd. x x x 22/10/48.

Fin.

FIN(C.S.R.)

The papers may now be recorded for facility of future reference.

G.O.Mis. No. 1007,Finance,dated 28-19-48.

Recorded.

Sd. x x x 27/10.

Abstract.

Travelling allowance concession for rest and recreation - Discontinuance - Grant of Privilege Ticket Order concession to all Grades - Deferred - Government of India's letter - recorded.

/True copies/

Superintendent,
Madras Record Office.

P&R. 26-6-53.

8/7